IT’S THE STATIONS, STUPID

How Cities and Suburbs Shape Light Rail Transit Stations

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Stations are often the most critical part of light rail for communities and can be a catalyst for economic development and other benefits.

4 case studies that explore:

- Local partnerships
- Politics and permitting
- Agency stakeholders
- Urban design and multi-modal access

_from the perspective of the transit agency and local jurisdictions._
LYNNWOOD LINK

- 8.5 mile northern extension of Seattle area line
- 4 Stations, 4 Cities
- Local Partnerships
- Early and Ongoing Collaboration
- Durable Decisions

Role: Development Manager
Current phase: Start of Construction
LOCAL PARTNERSHIPS

- Dedicated partner staff as local coordinator with authority
  - Project funded
  - Problem elevation process
  - City/agency staff vs. consultant

- Trust building and shared benefits
- Zones of responsibility
COLLABORATION: EARLY & ONGOING

- Partners as part of the project team – to understand the project process and issues
- Design and permit review and approval process
DURABLE DECISIONS

• Establish clear design guidelines
• Agree on limits of design input
• When to say no / nuclear option
DURHAM ORANGE LIGHT RAIL PROJECT

- Character, Aspirations & Expectations;
- Connections;
- Stakeholder Engagement

Role: Design Manager - Architecture Lead
Current phase: Discontinued as of April 2019
CHARACTER, ASPIRATIONS & EXPECTATIONS

Identity
Sense of Place
Design Excellence
Civic Pride
Confidence
Convenience
Safety
STAKEHOLDER ENGAGEMENT

Engage Communities In the Design
Engage Local Design Groups

STAKEHOLDER ENGAGEMENT
STAKEHOLDER ENGAGEMENT

Engage Advisory groups & Major stakeholders
STAKEHOLDER ENGAGEMENT

Keep the Public informed
• Design collaboration
• TOD integration
• Multi-modal approach

Role: City team lead for Urban Design
Current phase: Planning/conceptual design
DESIGN COLLABORATION

- City Vision, Experience and Capacity
- SWC Transit Design Team + Urban Design Integration Group Process
- Conceptual Design Report
TOD INTEGRATION

- Metro Regional TOD Strategy
- TriMet TOD experience
- Tigard station areas TOD potential
**MULTI-MODAL APPROACH**

- Agency partnerships
- Integrated MUP/ Elevated Guideway
- Safe + **Desirable** access for peds and bikes
**METRO LINE NW EXTENSION**

- Design to Influence Safe Travel Behaviour
- Urban LRT (High Floor System)
- Integrated LRT and TOD

**Role:** Design Manager

**Current phase:** Preliminary Design / CM Procurement
WHAT IF WE CAN INFLUENCE SAFE TRAVEL BEHAVIOUR THROUGH DESIGN?

- Nudge Theory
- Desire Lines
- Hard and Soft Landscaping
- Technology
WHAT IF WE CAN INFLUENCE SAFE TRAVEL BEHAVIOUR THROUGH DESIGN?
URBAN LRT
(HIGH FLOOR SYSTEM)
INTEGRATED LRT AND TOD
INTEGRATED LRT AND TOD
DISCUSSION

Topics

• The role of urban design in stations
• TOD and community expectations
• Use of typologies in land use and applicability
• Multi-modal access
• New mobility
• Building trusted relationships
• Use of advisory boards
• Political shifts
• Getting durable decisions
• Challenges for new agencies
• Urban design can embed the station within the community and can often help a reluctant community embrace new infrastructure, tell us how important is the role of urban design and reflecting the communities needs. Where is the limit of improvements; station box, block, ¼ mile? (start with Americo)

• How much or how little do stations respond to land use, current or future? How do agencies encourage TOD if communities expectations are different? (start with Gary)

• Follow-up: have any systems used station area typologies to shape the conversation?

• How should stations accommodate multi-modal access, particularly ped and bike? When is a station a catalyst in a suburban environment and should this be a phased approach or up to the jurisdiction to provide? (start with Tamsin)

• How has the rise of bikeshare, scooter share and other modes changed your approach to station access? (start with John)
DRAFT PANEL QUESTIONS (PROCESS)

- We often focus so much of our attention on building a trusted relationship with the local jurisdiction, it seems like a lot of the challenges come from other agencies (state DOT’s, universities and colleges) how can we account for these risks at the beginning? Or can we? (start with John)

- Many projects use Advisory Groups, when are these most appropriate and when do you need buy-in from the greater community? (Start with Gary)

- Political changes can have a profound effect on the direction of a project, what are some strategies to reduce risks? (start with Americo)

- How difficult is it to get decisions to stick when projects can be 5-10 years in the making?

- What is the role of the agency when balancing integration and safety? (start with Tamsin)

- What does a phased approach look like when the system is far ahead of the TOD/land value?

- Durham contrasted with Trimet, new agency first LRT past challenges; even with experience the university would have continued to be a challenge (UNC to Duke)